

CANADA Daily News and Updates May 21st 2024

Ocean Updates

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- Mounting Container Shortages Creating 'Total Havoc'
- Panama Canal Slowly Returning to Normal Operations

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ILWU Local 514 Delays Serving 72-Hour Strike Notice on DP World to Take Part in Federal Mediation

The International Longshore and Warehouse Union Local 514, representing ship and dock foremen, has agreed to delay serving 72-hour strike notice on employer DP World Canada at Centerm in order to take part in federal mediation and is refuting claims made by the BC Maritime Employers Association about the dispute.

Read more in a [press release from ILWU Local 514](#).

Mounting Container Shortages Creating 'Total Havoc'

Containers out of northern China are becoming increasingly hard to get hold of, report forwarders. A surprisingly strong market, plus lower vessel capacity due to the Red Sea crisis, is creating a shortage of both ships and containers.

"There is a very real shortage of 40' HC in China – we are all running out," said Hans-Henrik Nielson, global development director at CargoGulf.

"When I say it's week-to-week scrambling, I'm really not exaggerating."

Ligentia confirmed the shortage on May 20 in a message to customers. "Equipment stock, particularly in North China, is tight and varies daily based on vessel arrivals and the discharge of empty containers."

It added that in Shanghai, "almost all carriers are lacking empties, especially CMA and ANL". Vessel waiting time at the port is now three to 14 days, it added, due to port congestion. "Across almost all carriers we are seeing schedule delays."

It also noted that carriers are struggling to obtain containers across many more Chinese ports, including Maersk and Hapag-Lloyd in Yantian, Cosco, HMM, Hapag-Lloyd and MSC in Ningbo, Hapag-Lloyd and Maersk in Tianjin, and Cosco and CMA CGM in Qingdao.

Read more in an [article from The Loadstar](#).

Panama Canal Slowly Returning to Normal Operations

The increase in water levels in the Panama Canal has sparked hopes of a potential return to normal operations for container shipping after over a year of restrictions due to a severe drought. However, experts warn that the situation, while improving, is far from returning to pre-restriction levels.

Starting on May 16, the Panama Canal Authority has increased the daily number of ships allowed to transit the waterway from 24 to 31.

Peter Sand, Chief Analyst at Xeneta, says the increase will provide limited relief for container shipping services, since the increase corresponds to additional slots in the smaller panamax locks. However, a more meaningful change is anticipated on June 1, with an additional transit slot for larger Neopanamax ships (including containerships), which will raise the daily total to 32. Meanwhile, authorities also plan to increase the draft limits for Neopanamax ships from 44 feet to 45 feet on June 15, bringing it closer to the normal limit of 50 feet.

The disruption caused by the water shortage in the Panama Canal has had a significant impact on scheduling reliability and spot rates.

Read more in an [article from gCaptain](#).